LISTING OF THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. - 16. (Canceled)

17. (Currently Amended) A rear axle arrangement for a heavy vehicle, wherein the vehicle includes an elongated chassis element which extends in a longitudinal direction of the vehicle from front to rear;

the rear axle arrangement includes at least ~~one~~ two separate rear axle ~~unit~~ units, ~~the~~ each rear axle unit including a load bearing frame and two wheels respectively at lateral sides of the rear axle arrangement; one of the rear axle units is forward toward the chassis element;

~~the~~ each rear axle unit frame having a forward end region and a rearward end region in the longitudinal direction of the vehicle, the forward end region of the forward one of the ~~frame~~ frames being adapted to connect to the chassis element; each rear axle unit is a substantially self-supporting axle module such that the rear axle units may be connected to each other by the respective frames of the rear axle units being connected to each other; and

the two wheels of ~~the~~ each rear axle unit are suspended on the respective frame of the unit.

18. (Previously Presented) The rear axle arrangement of claim 17, wherein the frame is shaped to define a space which extends through the frame structure in the longitudinal direction of the vehicle.

19. (Previously Presented) The rear axle arrangement of claim 18, wherein to define the space, the frame includes first and second lateral side portions which are spaced apart from each other, are upstanding and extend in the longitudinal direction of the chassis element; an upper portion connecting the side portions; and a lower portion below the upper portion and also connecting the side portions wherein the side portions, upper portion and lower portion together surround and define the space.

20. (Previously Presented) The rear axle arrangement of claim 19, wherein the portions of the frame are so shaped and oriented so as to form a substantially quadrilateral frame around the space.

21. (Previously Presented) The rear axle arrangement of claim 19, wherein each side portion has a lower section and an upper section, each lower section of the side portion is of greater extent in the longitudinal direction than the respective upper section thereof.

22. (Previously Presented) The rear axle arrangement of claim 19, wherein there are two of the lower portions connecting the side portions, with a first one of the lower portions adjacent to the front end region of the frame structure and the second lower portion adjacent to the rear end region of the frame.

23. (Previously Presented) The rear axle arrangement of claim 17, further comprising an individual suspension in the frame for each of the two wheels.

24. (Previously Presented) The rear axle arrangement of claim 23, wherein the respective individual suspension for each of the two wheels comprises a lower link arm and an upper link arm which is above the lower link arm and connected to the wheel, and the lower and upper link arms both being pivotally connected to the frame.

25. (Previously Presented) The rear axle arrangement of claim 24, wherein the upper and lower link arms are pivotally connected to the respective side portion of the frame at the same lateral side of the frame as the respective wheel.

26. (Previously Presented) The rear axle arrangement of claim 24, wherein the rear axle unit further comprises a respective spring for each of the wheels, and the spring is connected between the upper portion of the frame and the respective lower link arm for the wheel.

27. (Canceled)

28. (Previously Presented) The rear axle arrangement of claim 17, wherein the wheels of the rear axle unit are powered wheels; a differential gear connected with the powered wheels and arranged in the frame.

29. (Previously Presented) The rear axle arrangement of claim 19, wherein the wheels of the rear axle unit are powered wheels; a differential gear connected with the powered wheels and arranged in the space of the frame.

30. (Previously Presented) The rear axle arrangement of claim 29, further comprising an aperture through each of the side portions of the frame; a respective drive shaft extending between the differential gear and the respective wheel and extending through the aperture in the respective side portion.

31. (Previously Presented) The rear axle arrangement of claim 17, further comprising a towbar connected to the frame, the towbar being attachable to a trailing vehicle.

32. (Previously Presented) The rear axle arrangement of claim 17, further comprising a coupling device located at the rear axle unit for attaching a trailing vehicle.

33. (Previously Presented) The rear axle arrangement of claim 19, further comprising a coupling device located at the rear axle unit for attaching a trailing vehicle; the coupling device being defined by the upper portion of the frame.